

ITALIANS SPLIT WITH BRITISH OVER COAL

Are Blamed for Short Supply of Fuel on the Peninsula.

IS HINTED AT BY ALLIES. Orders Also Laid to Forbid Allies, Hoping to Curb Industry's Growth.

HOPE FOR OIL FIELD Extension of Plants to Generate Electricity From Water Power.

Today's article on industrial conditions in Italy, including one of the series, with the feeling against Britain, caused by the shortage of coal. To the Allies are laid in some quarters social disorders, it being suggested that attempts are being made to throttle Italy's industries. Large increases in use of water power to generate electricity are also reported.

Correspondence to THE NEW YORK HERALD.

May 24.—The policy of Great Britain in curtailing the coal supply and allowing the mine owners to charge such enormous prices for coal is bound to have serious political and economic consequences in the future, was the statement made to me by Commendatore Leone, the head of Ansaldo, at Milan. This seems to be the general opinion among industrial people, especially the Pantalone at Milan, who stated that the century old alliance between England and Italy had been utterly demolished by the war. Italy imported 10,000,000 tons of coal and coke, the vast majority of which came from Great Britain. Last year the total imports from abroad, including Great Britain, the United States and

Germany, amounted to only 5,619,978 tons, or rather less than half the pre-war supply, at a cost of 1,111,913,380 lire. As Germany, according to the Treaty of Versailles, had to supply Italy with coal to the extent of four to five million tons between July 1, 1919, and June 30, 1920, and 6,000,000 tons between July 1, 1920, and June 30, 1921, and during last year supplied less than 600,000 tons, it will be seen that Italy last year was able to obtain only half the amount of coal from abroad which she obtained in 1913, and for that amount she paid two and a half times the value of her pre-war purchases. This is the crux of the whole fuel question in Italy, which has turned her industrials against the Allies, and which in the case of a future conflagration would certainly have an effect in northern Italy on the attitude to be adopted.

Charges Against Allies.

The Allies are accused of starving Italy for coal in order to crush her growing industrial development. To them are attributed the recent social disorders, which is, of course, absurd. The social disorders were due to the same elements that caused Caporetto, and to strange foreign propaganda. It is even stated that the Allies purposely starved Italy to foster German trade.

Italy can obtain coal from only three quarters: the United States, Great Britain and Germany. The supplies that she could obtain from the Black Sea mines are so insignificant that they are hardly worth mentioning. She requires a million and a quarter tons a month for her increased development. January of this year she obtained 602,070 tons, of which 134,400 came from the United States, 311,081 from England, and the balance from Germany and Belgium. Last month the total was a little over 400,000. The falling off was due undoubtedly to the English miners' strike, which is beginning to be felt in the north of Italy, as stocks are getting low, especially for gas coal. Within her own borders Italy has nothing but lignite, which she is producing in increasing quantities. But although lignite is usable in certain furnaces it cannot and does not take the place of coal. A million and a half tons were produced in 1920.

As bad as the shortage of coal is the enormous price that Italians are asked to pay. Last year, before the slump in freight, Italian industries had to pay 600 lire (or 84) nominal 124 a ton for coal, while the British merchants were paying 40 to 50 shillings, according to quality, the Belgians 80 to 112 francs, the French 250 francs and the Germans 190 to 230 marks.

By the Treaty of Versailles Germany, on account of reparations, had to hand over annually:

Year	Tons
1919-1920	4,500,000
1920-1921	6,000,000
1921-1922	7,000,000
1922-1923	8,000,000
1923-1924	8,500,000

If Italy could get this coal it would undoubtedly relieve the situation, but

here again the Allies handicapped her, as it was established that two-thirds of the coal for Italy must be delivered by sea, and one-third by land. The price of German coal imported to Italy must necessarily be more expensive than if sent by land. But it was further established that the price by sea must be either the price of German exportation f. o. b. in German ports, or the price of English exportation f. o. b. in English ports, and in any case the lower of the two. In this way England protected her coal exports to Italy against German competition.

For transport by land the communications between Germany and Italy are not sufficient to handle one-quarter of this enormous traffic. In pre-war times the Chiosso-Lunio line carried a maximum of 84,000 tons a month, mostly from the Rhine districts, to Italy. Under the most favorable conditions 150,000 tons is the insuperable maximum of the lines uniting Italy and western Germany.

Half a million tons a month, in addition to the ordinary traffic, is an impossibility. Further, there is a lack of trucks, the natural sequence of five years of war, further aggravated by the fact that France obtained from Germany 150,000 railway trucks, thus leaving Germany without sufficient trucks to fulfill the international railway agreement by which the country which exports the goods also supplies the transport.

Therefore there seems little likelihood of Italy being able to supply the deficiency of coal from Germany. American coal has been coming into Italy fairly freely since the war, and at one time it seemed likely that it would become an acute competitor with South Wales. But the important part in the battle, but there is an average of 100,000 to 120,000 tons a month arriving in Italy from Newport News.

Blame Laid to British.

Naturally the chief anger of the Italians on the coal question is turned on Great Britain. With factories working on short hours, gas industries limited, the number of unemployed daily increasing, it will be readily understood that the blame must be thrown on some one. There are methods, however, which could have been adopted to ameliorate the situation.

With the South Wales coal ports full for months past of empty shipping, laid up because of the slump in freight, the Italian Government could have chartered at low prices sufficient ships to have brought large packets of coal from Germany. This, in fact, was proposed, but the Government refused, and also does not allow a free hand to the industries to do it themselves. Anyhow the lack of coal has had a most blighting effect—surely only temporary—on Italian industries.

The persistence of this policy of the Allies can work for only one country. It will result in the return of the "roi de Prusse" to his economical rule over Italy, and the strangulation of young industrial Italy.

The "white coal" or hydro-electric power, in which Italy is potentially very rich, has been used to the utmost of the present available installations. The war, with its shortage of coal, certainly opened the eyes of the Italians to the

necessity of developing their own wonderful water resources, not only in the matter of running their communications, but also of using it in their industries. What is being done at present is little to what can and will be done in the future. Coal will never be entirely abolished, and there will always be a minimum need of 4,500,000 tons, but in many great industries it has virtually disappeared. In going over the great Ansaldo works at Genoa, and in the neighborhood, the visitor must be struck by the fact that everything is run by electricity, owned by the firm. Thirty huge establishments and not a speck of coal dust! The water power is derived from the Val d'Aosta high enough to give a continuous supply of power throughout the year, even when the season is particularly dry, an advantage which some of the other great power installations overlooked.

Electricity in Italy.

The three main groups of electric power installations are the Negri in Piedmont, which provides enough power to run the towns of Liguria and Piedmont; the Edison group, which centres in Lombardy and runs the cotton and other factories of that rich province, and the Conti group, which is centred in the east throughout Venetia. In all there are 419 power and electric companies established in Italy, with a total capital invested of 1,750 million lire.

The Edison group was the first to be seriously developed, when, after being established in 1882, its capital was enlarged in 1894 with the express purpose of electrifying the tramway system of Milan by utilizing the hydraulic power of Paderno and Adda. From this spring that wonderful network of railways connecting Milan with the neighboring provinces, with Switzerland, which covers 1,200 kilometers of line and is the largest in Europe.

This was the beginning of that ambitious programme for the electrification of the railways in Italy which had been talked of for years and which, by the royal decree of August 23, 1912, began to take actual form. As the result of that decree it is proposed to electrify 6,000 kilometers of railway, of which 1,400, including the Milan network, is already an accomplished fact.

This work is to be carried out in eight years at a cost of \$160,000,000 (nominal). The secondary railways, linking up the main line, will also be electrified at the cost of the private companies operating them, the Government supplying the motors and subsidizing the work

to the extent of 40 lire a kilowatt generated. As a matter of fact, at present the hydraulic power in central-northern Italy is rather at a low ebb, the winter in the Alps having been exceptionally dry. The consequence is the electric power companies have had to ration the supply, with the result that many of the factories are working short shifts, which is particularly unfortunate when the cotton industry was beginning to pick up. The same thing happened to the Negri system in 1917 and caused a good deal of disorganization in the munition factories of Liguria.

Germany Stealing Water.

The Negri Company had built a dam in the mountains, to form a lake to keep the power constant. It was reported that the Germans were tapping this dam. The season alone was responsible.

The Conti system, which, like the others, depends on the Banca Commerciale, will probably prove the largest of all three, when the works under construction are carried to completion. The power for this system is obtained from the River Po and its affluents. When the present scheme is completed the whole of the Venetian plains will be involved in the network, which, joining up with the electric system of Venetia Giulia, will bring the whole country from the borders of the Romagna to Trieste into one great electric field. The installation will be surpassed by only one other in the world, namely, Niagara. In connection with it is being constructed the new port of Venice, which will cover an area considerably larger than the city of Venice itself.

Two other systems in Italy are of interest, though they are not on the same scale as these three. Shortly previous to the war the reconstruction of the waterfalls of the Sile in Calabria for hydraulic purposes was decided on, and in this connection lakes were constructed in the mountains, which have been found extremely useful, not only for electric power installation, but also for agricultural purposes, in a country more or less arid. The result has been a great diminution in emigration from that quarter. The same was done in Basilicata with the waters of the Tiro.

Hydro-electric power is being used in Italy to the extent of \$20,000 dynamia horse power, and by the end of June this amount will have been increased 1,115,000, when installations now in the course of construction will be completed. The Government is making every en-

deavor to encourage the use of "white coal," and this would have been in use to an even greater degree, except for the delay in obtaining various machinery, originally bought abroad.

Looking for Petroleum.

There has been a good deal of talk in Italy of large resources of petrol hidden deep in the bowels of the land. One town in Italy is run by its own petrol, Salsomaggiore, but other signs are not promising. In years past there have been researches undertaken in every part, and although the Government now subsidizes any endeavor, the results remain small. Certain small outcrops of oil have given rise to large talk. While 10,000 tons of oil were produced in 1911, that amount has regularly decreased until last year it reached only 5,000.

It is therefore evident that the fuel question in Italy, and therefore the future of her industries and commerce, depend entirely on coal and electric power. The latter she can produce at home, the former she must import. But by developing the electric power to the highest possible amount she reduces her necessity for foreign coal, and therefore retains a larger portion of her national wealth.

Of course there are people who say that the introduction of dynamic horse power means the reconstruction of the factories, but probably that would be cheaper than paying a milliard a year for an insufficient quantity of coal. Prices never entirely return to former levels, as the Italian well knows himself.

2 AMERICAN SOLDIERS DROWN IN MOSELLE

Corporal Samuel Carvey and Private Anton Holson.

By the Associated Press.

COBLENZ, June 11.—Two American soldiers, Corporal Samuel Carvey, of 67 Model avenue, Hopewell, N. J., and Private Anton Holson, 5107 Hahn avenue, Cleveland, Ohio, were drowned in the Moselle River here to-day while watering horses.

Holson's horse stepped into a hole and threw him into the river. Carvey answered his call for help and tried to save him, but was dragged under by Holson. Comrades recovered their bodies.

ROME 'WHITE STRIKE' NOW DECLARED OFF

Government Employees Return; 4,000 Suspended.

PARIS, June 11.—The "white strike" of employees in the Italian Government service, which has been in progress for more than a week, has been declared off, a Rome despatch to-day announces. The employees' method has been to go to the Government offices every day as usual, but to refuse to do any work. The grievance was inadequate wages.

Rome, June 11.—The Government employees' "white strike" resulted in the suspension of more than 4,000 of the employees, the dismissal of 485 and the resignation of 12.

CALDER TO RECEIVE DEGREE.

United States Senator William M. Calder will receive the degree of Doctor of Laws from Syracuse University to-morrow.

RAILWAY MEN OUST PARIS COMMUNISTS

Regain Their Headquarters, Which Reds Had Held.

PARIS, June 11.—M. Hidenay, secretary of the railwaymen's union, with a "strong arm" squad of Moderate followers, rushed the headquarters of the organization before daylight this morning, overpowered the sleeping Communist guards and gained possession of the building, which the Communists had held for a week.

The Communists took possession of the headquarters following the split in the union caused by the victory of the Communists in the railwaymen's convention of June 2, when a Communist motion for syndical direction of the organization was adopted. Secretary Hidenay, however, succeeded in putting the union's treasury out of reach of the extremists.

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Introduced at the Chantilly races, White now becomes summer "color" for every hour and occasion.



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Slender, straightline models of Roshanara crepe; lounge models of silk Canton crepe with pleated skirts.

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Slipover or coat models of Iceland or Shetland wool; hand knitted wool sweaters in plain or lace stitch; pure silk sweaters.

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Tailored models of men's wear silk crepe de chine, Dorisioe silk or dimity; lace-trimmed models of Georgette crepe, batiste or voile.

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Straightline or pleated models of silk crepe de chine or Canton crepe, wool Jersey, flannel, cricket cloth or linen.

9.00 to 29.50

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